

MONTHLY PROGRESS REPORT
Slurry/Micro-Surface Mix Design Procedure
May – June – July 2005

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Contract No.:	CALTRANS 65A0151
Contractor:	Fugro Consultants LP
Contract Period:	June 30, 2003 – Nov. 30, 2007
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PROJECT OVERVIEW

The overall goal of this research is to improve the performance of slurry seal and micro-surfacing systems through the development of a rational mix design procedure, guidelines, and specifications.

Phase I of the project has two major components: 1) the first consists of a literature review and a survey of industry/agencies using slurry and micro-surfacing systems, 2) the second deals with the development of a detailed work plan for Phases II and III.

In Phase II, the project team will evaluate existing and potential new test methods, evaluate successful constructability indicators, conduct ruggedness tests on recommended equipment and procedures, and prepare a report that summarizes all the activities undertaken under the task.

In Phase III, the project team will develop guidelines and specifications, a training program, and provide expertise and oversight in the construction of pilot projects intended to validate the recommended design procedures and guidelines. All activities of the study will be documented in a Final Report.

NOTE: New information for the current month is notated by double-lines to the left of text, tables, or figures.

PHASE I—LITERATURE SEARCH AND WORK PLAN DEVELOPMENT

Task 1 Literature Review and Industry Survey—Completed

The literature review process is complete with all sources of information on the design and use of micro-surfacing and slurry seals reviewed and summarized in Chapter 2 of the Phase I Report. The three survey questionnaires were included in the August 2003 monthly report and the results were summarized in the Phase I Report.

Task 2 Work Plans for Phases II and III—Completed

The Phase II Work Plan was included in Chapter 3 of the Phase I Report. The Phase III Work Plan was included in Chapter 4 of the Phase I Report.

All activities of Phase I are complete. The results are included in the Phase I Interim Report that was submitted to CALTRANS in March 2004.

PHASE II—MIX DESIGN PROCEDURE DEVELOPMENT

Tasks 3 & 4—Evaluation of Potential Test Methods & Successful Constructability Indicators

All testing equipment has been acquired and is available in the CEL laboratory. The team continues calibration and fine-tuning activities before the actual test program begins. Several issues were addressed during this reporting period:

- The IKA mixing device was set up and is ready to operate. However, the team is awaiting the correct stirrer configuration since the one we have collects material in the center of the rod and doesn't permit uniform distribution of the sample
- The Automated Cohesion device was delivered, but functioned improperly, and has been returned to the manufacture
- The Hobart N100 mixer for the FWTAT was delivered and is operational

A range of conditions will be used in the test program of Task 3:

- Humidity: High and Low
- Temperature: 10, 25 and 30°C (50, 77 and 86°F)
- Cure time: 30, 60, 90 Minutes; 12 and 24 Hours
- Soak time: 1hour; 1,3,6 and 9 Days

Tentatively, five mixes are planned for inclusion in the test program. Four will be made of aggregates and binders known to perform well in slurry systems, and one will be made of materials for which the performance is unknown. The five mixes are:

- Mix 1 Ralumac + Table Mountain Aggregate (supplied by Koch)
- Mix 2 Ralumac + Lopke Gravel Aggregate (Koch formulation for emulsion)
- Mix 3 VSS PMCQS-1h + Table Mountain Aggregate
- Mix 4 Vestal PM CQS -1h + Lopke Gravel Aggregate
- Mix 5 Unknown

Testing of the Table Mountain and Lopke Gravel Aggregates is complete. Tests included sieve analysis, sand equivalent, Los Angeles abrasion, and sodium sulfate soundness testing. The results were noted in previous progress reports. The aggregates have been forwarded to Valley Slurry Seal and Koch Materials for the formulation of the emulsions.

The sodium sulfate testing was re-done because an old solution was used for the initial testing and there was some concern that the results might not be valid. The results were included in Attachment A of the August 2004 progress report.

The standard suite of ISSA mix design tests was performed on both mixtures to establish "benchmarks" before progressing to the new and modified test procedures. The results were included in Appendix A of the November 2004 progress report.

Task 5—Ruggedness Tests of Recommended Equipment and Procedures

In comparison with the testing in Tasks 3 and 4, the tests of Task 5 will be performed at a single set of temperature, humidity, and cure time conditions. “Standard” conditions were chosen by the team (e.g., 50 percent humidity, 25°C temperature). Slight variations in these parameters will be allowed to evaluate the ruggedness of the test procedures. The team is currently reviewing the test factorials proposed in the Phase II Work Plan.

Task 6—Phase II Report

No Activity

PHASE III— PILOT PROJECTS AND IMPLEMENTATION

Task 7—Development of Guidelines and Specifications

A list of references that contain guidelines and specifications has been drafted and is noted below:

- ◆ ISSA A105 Guidelines for Slurry—Available
- ◆ ISSA A143 Guidelines for Micro-Surfacing—Available
- ◆ TTI Report 1289-2F Use of Micro-Surfacing in Highway Pavements—Available.
- ◆ Report contains:
 - Methods and Materials Specifications
 - Quality Control and Assurance Tests (including field cohesion and vane shear tests)
 - Quality Control Guidelines (including materials acceptance tests and mixture design verification)
 - A Checklist
 - Usage Guidelines.
- ◆ ISSA Inspector’s Manual—Available
- ◆ Caltrans Maintenance Technical Advisory Guide Final Draft—Available
- ◆ The ISSA Workshop Folder—Available

The guidelines and specifications will be a concise collection, presented in AASHTO format. This is one area of Phase III where the team can work at present. At the end of Phase II, the document will be appended with findings and recommendations relative to the new tests developed in Phase II.

Task 8—Workshop Training Program/Pre-Construction Module

The team agreed that work could commence in several chapters of the Reference Manual to be developed under this task. The Reference Manual will be a comprehensive, textbook-like document with background information, explanations, and pertinent information on the design and use of slurry systems.

A template for the Reference Manual has been produced and work has begun on the development. A draft outline of the Manual is presented here:

- ◆ Chapter 1. Introduction
- ◆ Chapter 2. Slurry Systems Review
- ◆ Chapter 3. Project Selection Criteria
- ◆ Chapter 4. Mix Design
- ◆ Chapter 5. SyRaMiD Specifications
- ◆ Chapter 6. Construction Considerations and Limitations
- ◆ Chapter 7. Construction Operations
- ◆ Chapter 8. Quality Control
- ◆ References
- ◆ Appendices
- ◆ Glossary

Work continued this month on Chapters 1 and 2. It is expected that these chapters will be completed by the end of August 2005.

Task 9—Pilot Projects/Procedure Validation

The team developed guidelines for selecting pilot projects to be used by State agencies. The proposed pilot project layout contains six different sections:

- ◆ A control section placed using the ISSA current procedure.
- ◆ A bare section (do nothing)
- ◆ Improved mix design (using the method developed in Phase II), Replicate 1
- ◆ Another contractor-based control (ISSA design).
- ◆ Another bare section.
- ◆ Improved mix design (using the method developed in Phase II), Replicate 2

The final version of the Guidance Document was included in Appendix A of the October 2004 and April 2005 progress reports. The document was forwarded to the participant State agencies and other agencies interested in participating in the pilot project study.

Task 10—Final Report

No Activity

NEXT MONTH'S WORK PLAN

The activities planned for next month are listed below.

- ◆ Coordinate with CALTRANS personnel on an as-needed basis.
 - ◆ Continue with Phase II and Phase III activities.
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PROBLEMS / RECOMMENDED SOLUTIONS

All problems with the acquisition of the test equipment have been overcome. The team is in the process of adapting and fine-tuning the equipment. Consolidated Engineering Laboratories hired additional technicians in July to expedite the work and follow the initial testing schedule.